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## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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an emergency situation had arisen in connection with the harvest traffic in East Germany and that a special meeting of the Presidium of the Ministerial Council was to take place on 19 October 1953 at 1000 hours to discuss this problem. 25X1

2. [redacted] while half of Eastern Europe was using East German freight cars for its Autumn harvest, East Germany itself did not know where to procure freight cars. [redacted] the person responsible for this situation was Lehmann (fnu) of the Hauptverwaltung, who had arranged a contract with the Polish State Railroads (PKP) for empty freight cars, which were to be used to transport hard coal from Poland to East Germany. At the same time, grain was being imported into East Germany from the USSR, in spite of the fact that the grain depots in East Germany were filled. In addition, the State Control Commission (SCC) required a large freight car pool for its own purposes and sought, on every occasion, to obtain the best cars. 25X1
3. The East German railroads are at present in the difficult position of not being able to make available the freight cars necessary for priority goods. It was in this connection that Roman Chwalek, Minister of Railroads, issued his famous order No. 11, according to which the priority of loadings were given as:

- a. SCC and KVP
- b. Derutra and exports
- c. Coal
- d. Potash
- e. Petroleum and other fuels
- f. Potatoes
- g. Grain, etc.

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4. The official went on to say that the factories at Boehlen and Gross-Korbetha had, during the last eight days, received no additional freight cars for their potash and fertilizers, although it was well known that potash should only be allowed to lie in the open for 24 hours, after which time it must be treated again.
5. At the present time, all the ministers were complaining to the Ministerial Council concerning the transport situation and Chwalek himself was trying to lay the blame on others, as a result of which the Ministry of Railroads was in turmoil. For example, Stern (fnu) of the Goods Traffic Department had already had Party proceedings instituted against him. The reason given for the proceedings was that he had left secret documents lying about on his desk. Since these were found, the SSD had been particularly active in the Ministry and, as a result, the control of entrances and exits had been increased.
6. The official also commented that one reason [redacted] no new trade contract to East Germany, which would obligate East Germany to supply more freight cars, was that the requirements of a new contract would bring traffic in East Germany to a halt. He also added that building projects such as the one in Stalinallee had no more building materials because transport was lacking. Added to this was the fact that shipping could not assist in taking over transport because the rivers in some areas had such a low water level that barges could not pass.
7. As a final comment on the situation, the official also stated that, if the situation did not improve, it was fairly certain that the Minister of Railroads would lose his job and that a number of other demotions could be anticipated.

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